

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR 20 SEPT 51

SUBJECT Construction and Reinforcement of
Railroad Bridges in the DDR

CONFIDENTIAL

NO. OF PAGES 2

PLACE
ACQUIRED

25X1

NO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.

25X1

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50
U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The following remarks apply to projects for the construction and repair of bridges as provided for in the Investments Plan for 1951. All projects affecting first class roads bear the reference IAS 60, indicating a bridge weight limit of 60 tons. Some bridges will be strengthened to allow a weight limit of 75 to 125 tons. The letters H and G will be used to designate bridges capable of supporting heavy load freight trains and medium load trains respectively. All new construction will be referred to under IAS 60.
2. Bridges mentioned are as follows:
 - a. Work began on the railroad bridge at Ziltendorf, Brandenburg, for the Huettenerbinat Ost (HKO) on 15 January 1951. The main contractor was the VEB Bau-Union Eisenberg. This steel bridge was originally built between the years 1940-43 to serve the increased freight traffic with the former General-Gouvernement. It was built to support the heaviest freight trains but was classed "Q" because of certain stress modifications (Lastenerleichterung).
 - b. Work began on the bridge at Schoenflies, Brandenburg, on 15 February 1951, and will cost 260,113 DM. The general contractor is the Cottbus Road Construction Office (Strassenbau Amt Cottbus). The bridge will be strengthened to support loads of 75 tons.
 - c. Work began on the Elbe Nordbruecke at Magdeburg in May 1950, and will cost 2,150,000 DM. The class is IAS 60. The general contractor is the VEB Stahlbau Leipzig. The bridge will be strengthened to support loads of 75 tons.
 - d. Work began on the Scholitzer Seebruecke* in November 1950. Dessau Community Economic Enterprise (Kommunal-Wirtschafts-Unternehmen) (KWU) is the general contractor for the reconstruction, which will cost 460,000 DM.
 - e. Work began on the Berliner Bruecke at Halle in April 1951, and will cost 400,000 DM. This is classed IAS 60. General repairs are being effected to enable the bridge to support a load of 80 tons.

CONFIDENTIAL

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION		6	
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI			25X1	
Auth: RR TS-2 Date: 1-1-AUG-1978						

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

25X1

-2- CONFIDENTIAL

2. Work began on the Elsterbrücke at Liebenwerda in April 1951, and will cost 100,000 DM. It is classed IAS 60. The contractor is VEB Bau-Union Halle.
3. In addition, it is proposed to construct a particularly important bridge in Bezirk Aue**, which will have a weight capacity of 125 tons. VEB Bau-Union Dresden will be the contractor.

25X1 [] Comment: This is probably located near Dessau. A Schellitz (Dessau) is recorded in the Directorate of Western Germany to G.S.G.S. 1:250,000 Map Series. Coordinates are listed as 1252/1116.

25X1 [] Comment: This probably should read in the vicinity of Aue, Saxony.

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

CONFIDENTIAL